

THE MIRAMONTE/SPRINGER AREA NEIGHBORHOOD MEETING REPORT

Responses to Issues Raised at the June 19, 2003
Council Neighborhood Committee Meeting

Presented below are the City's responses to various issues and concerns raised at the June 19, 2003 Council Neighborhood Committee meeting with the Miramonte/Springer neighborhood area. If you have further questions about any of the following responses, please contact the responsible Department at the phone numbers noted below. General questions can be directed to Linda Lauzze, the City's Administrative and Neighborhood Services Manager, at (650) 903-6379 or linda.lauzze@ci.mtnview.ca.us.

CITY MANAGERS OFFICE – (650) 903-6301

1. How much outstanding debt (municipal bonds) does the City of Mountain View have?

The City's total long-term debt is \$74.6 million. Most of this debt (\$55 million) is from Revenue and Tax Allocation Bonds issued for the Shoreline Regional Park Community district and used for improvements to the landfill and Shoreline Regional Park. Debt payments for these bonds are made from the tax increment revenues collected from the Community District. Other debts include Special Assessment Debt with Governmental Commitment (\$2.3 million) and Certificates of Participation (\$17.3 million), which was used for improvements in the Downtown Revitalization District. Tax increment revenues from the Revitalization District are used to make payments on the Revitalization District debt.

CITY ATTORNEY'S OFFICE – (650) 903-6303

1. Can anything be done to remove the left over garage sale signs that get posted on Springer?

Yes, however, many along Springer are for garage sales in Los Altos. The ones in the City of Mountain View are routinely picked up when noticed by code enforcement. Garage sales by nature are so intermittent that it is impossible to remove all in a timely manner. It is also helpful if we are notified when and where there are problems with left over signs. Please call our code enforcement division at (650) 526-7713 and we will remove the signs.

2. Has there been liability costs to the City due to the berm "trip and fall" accident?

No. To date there have been no claims. As pointed out at the CNC meeting, although the possibility of claims/liability was cited as one negative to installing a berm, that was not the reason the idea of a berm was dropped. It was dropped because neighbors disagreed on whether a berm would be a positive or negative solution.

2. Can the City provide any services to help the Rose Market (on Castro near Sonia) reduce the volume of smoke that they generate with their BBQ?

Code enforcement actions have been successful in getting the Rose Market to modify their building and move the BBQ indoor, which has substantially reduced the smoke. The BBQ now meets all code requirements. The Fire Department will monitor the situation to ensure that the indoor BBQ continues to meet these requirements.

4. *The shrubs in the raised planter at the corner of El Camino and Miramonte (in front of the Precision Auto Tune) are so high a person wanting to cross the street can't see cars that want to turn right and vice versa. How can this be resolved?*

We have made contact and are working to have the shrubs trimmed. This problem arises from time to time with this property and we have been successful in the past.

5. *Can there be a tree-trimming request to the residence on the corner of Cuesta & Cordham on the west side with the street light? The bushes (pyracanthas) are too high to see Cuesta traffic from Fordham?*

Code enforcement has contacted the property owner and the bushes are in the process of being trimmed. If you have any other questions, please contact the Code Enforcement Division at (650) 526-7713.

6. *What is the City's responsibility for the stoppages of sewer lines due to advanced root development of City trees? Who pays the cost?*

By city code and state law, the property owner is obligated to maintain the sewer lateral in working condition, free from leaks. Roots do not invade sewer laterals regardless of the size or placement of the tree if the lateral is working properly. When a house or the lateral is over 20-30 years of age, they begin to break down like any other building material, particularly one which has been buried in the damp earth for several decades. Once the integrity of the lateral is compromised, roots will invade and block the flow of sewage.

COMMUNITY SERVICES DEPARTMENT – (650) 903-6331

1. *Due to the budget restrictions, what cut backs are likely to take place in our parks?*

While reductions have occurred over the past two years, effective management of staffing and equipment resources have helped mitigate the impact to routine services such as turf mowing irrigation maintenance and repair, sidewalk and pathway blowing and litter pick-up etc. Safety sensitive services and operations such as graffiti removal and playground inspections and repairs have also not been compromised. Impact, however, to service request response times, minor repairs, weed abatement and pruning cycles will be affected.

2. *In regards to Cuesta Park Maintenance:*

- *Why aren't warning signs used when crews spray herbicides?*

At present, Category III pesticides (similar to those products found at a retail store such as Orchard Supply) are primarily used and do not require warning signs. This is especially true for areas of a park that are spot sprayed where very little product is used. In areas that are heavily used by visitors, maintenance workers may place a yellow flag near a work area to alert persons that weed abatement is in progress and to keep out until dry. This is done in an effort to reduce the possibility of transfer to other plant materials that could unintentionally be affected. There are extremely low health risks associated with this level (Category III) of weed control. For larger applications such as an athletic field where special equipment is required, the work is typically conducted in the very early morning hours and personnel are assigned to the site until the area is dry and secure. For all work performed by the City at school sites, notices are sent to the school in advance and are posted at the site prior to the initiation of any work. Work here is also typically done in the early morning hours.

- *Why do utility vehicles damage the turf by driving on lawns unnecessarily?*

While in general efforts are made to keep to the pathway system, often times it is necessary to drive on the turf to avoid interfering with park visitors, for safety reasons and/or to perform specific repairs or tasks. Smaller vehicles are generally equipped with “turf” tires that are especially designed to travel on the turf without leaving ruts. Other vehicles, however, are often required to enter the park on a regular or as-needed basis such as large mowers, aerial trucks and tree chippers. In these instances, precautions such as turning the irrigation system off a day in advance are taken in order to prevent damage to the area. In cases where damage does occur efforts are made to attend to damage as soon as possible.

- *Can the on/off schedule for the park lights be adjusted? It’s on too long in the mornings.*

This problem was recently brought to our attention and has since been corrected. The lights at present are scheduled to go off daily at approximately 6:00 AM.

3. *What can be done to trim the street trees so that the Gretel Lane sign on Hans Avenue is not blocked by tree leaves and can be seen better?*

In these instances residents are encouraged to call the City of Mountain View Forestry Division at 650 903-6273. If the tree is one that is maintained by the City a work order will be generated and the tree scheduled to be trimmed. If the tree, however, is a private tree, a City Code violation letter will be sent to the property owner requesting it be trimmed within 30 days.

4. *Why were the tree trimmers allowed to only trim the center of the Ginko trees in the Bubb neighborhood? It makes the trees look unattractive.*

Ideally, this work is done to increase light penetration and air movement through the tree’s crown. Thinning the tree in this manner opens the foliage of a tree, reduces weight on heavy limbs, distributes and promotes invigoration throughout and helps retain the tree’s natural

shape. Thinning cuts (removal of smaller lateral limbs) are usually the preferred method of tree pruning. In addition, lower branches are removed in order to provide clearance for pedestrians and vehicles and to enhance view corridors. The recommended height clearance for vehicles is between 11 feet and 12 feet from the ground to the lower tree limb.

5. *Why isn't the City actively pursuing the preservation and restoration of the Cuesta Annex Prune Orchard. This would be an investment in the rural beauty of Mountain View, which helps retain our renters and high property values.*

At this time, there are no long-term plans for the Cuesta Annex. Although many uses have been proposed, in 1998 the City Council adopted a policy that the Annex would remain undeveloped open space until such time as a Master Plan for the site can be completed. Recently, the Council adopted a goal to "prepare a strategy, schedule and budget for the development of the master plan". This analysis is expected to be completed no later than June 2004. Further action on the development of the master plan will likely be discussed at that time.

6. *Do we have a community garden, which has a partnership with the local food pantry?*

The City of Mountain View currently maintains and operates two community gardens. The first is located on Escuela Avenue and is open to Seniors 55 years of age and older. The garden consists of 63 plots with 35 on a wait list and is free to participants. The second, Willowgate Garden, is located off of Andsbury Avenue and is open to residents 18 years of age and older. This garden consists of 84 plots of varying sizes with 30 on a wait list. Plots are \$35 per year. Both are used for therapeutic, leisure, social and nutritional purposes. While no formal arrangement between gardeners and the local food shelter exists, many senior gardeners bring their excess harvest to the Senior Center to share.

7. *What is the yearly maintenance cost for the Shoreline dog park? With several thousand dogs in Mountain View, there is a need for more dog parks. Can the City create one or two additional dog parks with large grassy areas? The City could also fence off existing off-leash training areas for dog parks or have certain times when dogs could be off-leash at neighborhood parks.*

The yearly maintenance cost for the Shoreline Dog Park is \$14,000. The Shoreline Dog Park was the result of a very involved process to determine the need, cost and location of an off-leash dog facility. It took several years to locate an appropriate location and garner the necessary support to develop such a park. During this process, the idea of allowing dogs off-leash (for purposes other than training, which is currently allowed in a limited number of locations) at certain times in neighborhood parks was discussed. At the time, it was decided this proposal had many problematic issues that could not be easily resolved. Fencing of the existing training areas at Cuesta, Rengstorff and Whisman Parks would permanently restrict these areas for other park uses. In these current times of budgetary constraints, it may not be possible to put resources towards the study of additional dog parks, or their construction and long-term operation.

8. *Why isn't there a fence around the "off leash" dog areas in Cuesta Park?*

Fencing of the existing "off leash" training areas at Cuesta, Rengstorff and Whisman Parks has not been considered as it would permanently restrict these areas for other park uses.

9. *There is a vacant lot on Mountain View Avenue, adjacent to McKelvey Park. Is there any possibility that the City could purchase the lot and put in a tot lot park? There are no neighborhood parks in this area.*

The vacant property adjacent to McKelvey Park is owned by a financial company and is not currently available for sale. Recently, the owner received approval to construct four residential units. Site preparation has already begun.

In December 2001, the City Council adopted an updated Parks and Open Space Plan (www.ci.mtnview.ca.us/citynews/pdf/cmv_parks_and_open_space_plan.pdf <http://www.ci.mtnview.ca.us/citynews/pdf/cmv_parks_and_open_space_plan.pdf>). The Plan has a prioritized list of areas within the City that have been determined to be in need of open space. Unfortunately, your neighborhood (Miramonte Planning Area) is not one of the areas identified. Any available resources for land purchases would most likely be directed toward the identified areas before they would be available for other non-prioritized areas. At this time, resources are very limited and it can take time to accumulate the needed funds to not only acquire parkland, but also to build and maintain it.

While there is no guarantee that a tot-lot could be accommodated at McKelvey Park, Community Services staff is currently investigating this possibility. If you would like more information on this topic, please contact Lori Topley, Senior Administrative Analyst, at 903-6331.

COMMUNITY DEVELOPMENT DEPARTMENT – (650) 903-6306

1. *Can the next version of the Guide to Phone Numbers include e-mail addresses?*

We are currently working on an update of the Guide to Phone Numbers and have considered adding e-mail addresses. In order to keep this guide a reasonable size and readable, it is not possible to add e-mail addresses for every phone number. However, it may be possible to add an e-mail address for each City department, so residents can use e-mail to contact the department directly concerning questions or comments. We will try to incorporate your suggestion in this update.

2. *How much longer will it be before the City Council makes a decision pertaining to the old Emporium site?*

The Emporium site is still under long-term lease to the Home Depot Corporation. The Precise Plan as currently written does not allow the big box form of a standard Home Depot store, or any other big box retail use. The current Precise Plan standards were the result of extensive public input and detailed analysis of the potential impacts of a variety of uses,

including a public referendum which resulted in an approximately 70% vote in favor of the existing Precise Plan. Home Depot Corporation has been reviewing proposals from other potential users of the site and has entered into an exclusive option agreement with the Palo Alto/Camino Medical Group. This agreement authorizes the Medical Group to submit a proposal to the City for possible use of the site for a new medical office and treatment complex.

The Medical Group filed a request to the City for authorization from the City Council to process an application to amend the Americana Center Precise Plan to allow a non-profit medical office and treatment complex of up to 200,000 square feet of building area. The City Council determined that they could proceed to submit an application.

The analysis of their application, including environmental analysis of issues such as traffic, and public hearings by the Planning Commission and City Council will take between 9 - 12 months to complete. We don't have exact dates for meetings or final completion of the project yet since Camino Medical has not yet submitted a complete, final application. One of the first steps after the City does receive the final application will be to hold a community meeting to brief the Sylvan-Dale neighborhood about the project proposal and to ask the neighborhood for input about which issues they feel are of particular concern to the neighborhood.

3. What is the status of Fair Housing Act?

Federal fair housing laws prohibit discrimination in the sale, rental, lease or negotiation for real property based on race, color, religion, sex, national origin, familial status, and disability. California fair housing laws are built upon the federal laws and include marital status, ancestry, and "any arbitrary discrimination" as protected categories under the law. The City of Mountain View contracts with Project Sentinel to provide fair housing services in Mountain View. Project Sentinel provides information about fair housing laws and will also investigate cases of potential discrimination. Project Sentinel may be contacted by calling the following toll-free number (888)324-7468.

4. What happened to the planned medical building at Phyllis and El Camino?

In January 2002, the applicant received a use permit to construct a 40,000 medical office building at 111 El Camino Real. The use permit does not expire until January 25, 2004. Due to the current economic climate and the abundance of available office space in the region, the applicant has been exploring other development possibilities for the site but has not discussed any concrete plans with the City at this time.

POLICE DEPARTMENT – (650) 903-6350

1. Do we have a community crime watch program?

The Mountain View Police Department, over the last four years, has developed an extensive Neighborhood Watch Program. In the four years of its existence, nearly 70 neighborhoods,

apartment complexes and residential housing facilities have joined the program. The program has been very successful in developing police and community partnerships, as well as promoting resident interaction and prevention of crime.

The Police Department proactively works to promote the program and encourages neighborhoods to become involved. However, as with many crime prevention based programs, community acceptance and interest is only at its highest level when there is a crime problem. In general, crime has remained very low in the Miramonte/Springer area, which has resulted in limited interest of a Neighborhood Watch Program from the residents. The Department has and will continue to promote the program in this area as well as throughout the city. Residents interested in the program may contact the program coordinator at 650-903-6707.

2. *What should I do if I see a suspicious truck parked in front of my house?*

Time is truly of the essence when reporting crimes and suspicious happenings. It is critical that when a resident observes a vehicle parked on their street that is suspicious in appearance, that it immediately be reported to the Police Department. Providing as much information, without placing yourself in danger, will also assist the Police Department in determining if the vehicle was involved in criminal activity. License plate number, make, model, style and color as well as a description of the occupants are all valuable information. Emergencies or crimes in progress can be reported by dialing 911, all other incidents may be reported by calling Police Dispatch at 650-903-6395. If the vehicle appears to be abandon and has been parked in excess of 72 hours, residents may call the Abandon Vehicle Hotline at 650-903-6358.

3. *Do Police and/or Fire make calls for donations/fundraising?*

The Police Department and the Police Officer's Association do not make phone calls soliciting monetary donations. Although there are some legitimate organizations that may solicit monies for law enforcement organizations, there are many illegitimate organizations attempting to scam money from unsuspecting persons. Persons should never provide any type of credit card, banking or personal information over the phone and should instead ask the solicitor to send them information about their organization (most legitimate solicitors already have your address with your telephone number, so there is no need to provide them with your address). Once you receive their information you can evaluate it and contact the appropriate law enforcement agency to determine if it is legitimate.

4. *Can we get more enforcement of the speed limit on Cuesta from Miramonte to Springer?*

The Police Department's Traffic Unit has been advised of the speeding concerns on Cuesta and will be evaluating the situation for appropriate enforcement efforts. In addition, the Police Department will deploy, as available, the mobile radar trailer to assist in slowing down motorists. Residents may also report traffic concerns or specific vehicles violating traffic laws by calling the Traffic Hotline at 650-903-6146.

5. *What can be done to make the cars that turn right onto Cuesta from Miramonte stop at the red light before turning?*

State law does require vehicles to come to a complete stop and allow for persons to make a right turn on red (unless otherwise posted) when safe to do so after their complete stop. We will advise our traffic and patrol operations that this is a problem area and to pay particular attention to this intersection as time permits. If there is a belief that there should be no right turns on red at that intersection, a request may be made to the traffic engineer. In addition, a request may be made to the traffic engineer to install a sign reminding motorists of the stop on red before a right turn, and if he determines it is appropriate he can order the installation of a sign.

PUBLIC WORKS DEPARTMENT – (650) 903-6311

1. *Due to the budget restrictions, what cut backs are likely to take place in regards to street sweeping?*

Provided the budget situation does not worsen, there are no plans to reduce street sweeping activities. Street sweeping is budgeted from the solid waste fund and not from general fund. Current sweeping schedules remain unchanged.

2. *Why can't the street sweeper clean inner curbs, as well as outer curbs? Also, why can't we get every other week cleaning as opposed to cleaning only the 2nd and 4th weeks of the month?*

Actually, the City does sweep inner curbs as needed. Generally the inner curbs do not accumulate a lot of material to sweep due to the close proximity of the traffic lane.

The 2nd and 4th week street sweeping schedule for the Miramonte/Springer area has been in place for years and works well for the City. It does not change and is easy for most residents to remember. This schedule is best for coordinating trash collection and collection of recyclables. The extra day or two each month is used by crews for maintenance of equipment and for special sweeping, particularly during the fall with leaf removal and winter during heavy rain storms.

3. *Why doesn't the City install stop signs instead of traffic circles on streets like Bonita?*

The City installs stop signs at intersections that meet the City's criteria for such installations. At the intersection of Barbara and Bonita Avenues where a traffic circle will be installed, there are stop signs on Barbara Avenue. Installing stop signs on Bonita Avenue would create a 4-way stop controlled intersection. The Traffic Engineering staff studied this intersection and determined it did not meet the City's criteria for a 4-way stop controlled intersection. The traffic circle was selected by the neighborhood through the City's Neighborhood Traffic Management Program that provided a process for neighborhood residents to work with City staff to address traffic issues on residential streets.

If there is a particular intersection you feel needs stop signs to control traffic or for more information on the Neighborhood Traffic Management Program, contact Dennis Belluomini at (650) 903-6311 or e-mail him at public.works@ci.mtnview.ca.us.

4. *Is there any discussion of getting a traffic light at the dangerous intersection on El Monte by the Long's shopping center?*

The City installs traffic signals at intersections meeting the City's criteria for such installations. The Traffic Engineering staff will perform a Traffic Signal Study of the El Monte Avenue/Marich Drive and the El Monte Avenue/Long's driveway intersections after school starts in early September 2003 to determine if either meets these criteria. If either intersection meets the criteria, a project will be proposed for consideration when the City's five-year Capital Improvement Program comes up for review next year.

For information on the outcome of the study, please contact Dennis Belluomini or Mike Vroman at (650) 903-6311.

5. *When will Cuesta/Springer become a traffic light intersection?*

At this time there is no schedule for installing a traffic signal at the Cuesta Drive/Springer Road intersection. This intersection is under the joint jurisdiction of both the City of Mountain View and the City of Los Altos. A few years ago the City of Los Altos studied this intersection and determined it did not meet the criteria for installing a traffic signal. Mountain View's Traffic Engineering staff will study this intersection after school starts in early September 2003 to determine if current traffic volumes have increased at the intersection justify installing a traffic signal.

For information on the outcome of the study, please contact Dennis Belluomini or Mike Vroman at (650) 903-6311.

6. *Is there any way to make the crossing at El Camino and Castro Street more pedestrian friendly? Northbound cars turning left onto El Camino do not always know that southbound cars are stopped and often do not see pedestrians crossing.*

The El Camino/Castro traffic signal is operated and maintained by Caltrans as El Camino Real is a State roadway. The City's Traffic Engineering staff has discussed modifying the traffic signal's operation with Caltrans staff. However, Caltrans states modifying the signal's operation would adversely impact the traffic signal interconnect system along El Camino Real.

To enhance pedestrian safety at this intersection, the City will install a sign in the median island for northbound Castro Street traffic that reads "Turning Vehicles Yield to Pedestrians in Crosswalk".

7. *Can there be a warning prior to the light at Miramonte and Sonia by St. Joseph's School? In waiting to cross the street I have seen numerous cars run the red light, perhaps due to the curve in the road.*

The City's Traffic Engineering staff reviewed the signs on Miramonte Avenue approaching Sonia Way and found a "Traffic Signal Ahead" sign about 600' from the intersection. However, installing a second sign approximately 400' from the intersection would give additional warning to motorists. A work order has been issued to install a second "Traffic Signal Ahead" sign at this location.

8. *Can the traffic light on Shoreline at Latham/Church be timed to only let cars cross Shoreline when there are gaps in the traffic? It seems that it stops all Shoreline traffic to only benefit two or three cars.*

The Shoreline Boulevard traffic signals are interconnected (synchronized) to move cars, bicycles and pedestrians as safely and efficiently as possible. The interconnect programming allows large platoons of vehicles to travel along Shoreline Boulevard with minimum delay and serves side street traffic during gaps between the large platoons. However, as cars approach the intersection on the side street, the signal will continue to serve Shoreline Boulevard until the maximum green time is used, then the signal will serve the side street traffic, even if only a few cars are waiting.

The City's Traffic Engineering staff has checked the Shoreline Boulevard/ Church Street/Latham Street intersection's programming and timing and found them to be operating properly. If you wish to discuss this traffic signal's timings or operation, please call Dennis Belluomini, City Traffic Engineer, or Mike Vroman, Senior Traffic Engineer, at (650) 903-6311.

9. *Some of our neighbors have sewer cleanout that were installed by the City and can be cleaned out by the City. How do we get that installed for our house?*

The City installs cleanouts for specific situations where the resident has an on-going sewer lateral problem within the City street right-of-way or easement. This is typically reserved for residents experiencing on-going problems requiring a sewer cleaning service to clear the line. For further information regarding eligibility for a cleanout, contact Public Services at 903-6329.

10. *There are still many places where the sidewalks have been raised by tree roots and are a hazard. How can we get the sidewalks fixed?*

Mountain View has a citywide sidewalk replacement program that provides funding annually to replace sidewalks block-by-block following a priority list based on the severity of the sidewalk defects. For areas that have not reached the top of the priority list, sidewalk replacement can be advanced through cost sharing between the City and the property owner, each paying one-half the cost. For locations where the depressed or raised sidewalk is a

potential tripping hazard, the City will repair the defect by patching or grinding. If the defect recurs after several repair attempts, the City will replace the sidewalk.

For specific problems with raised sidewalks, please contact Public Services at 903-6329. City staff will inspect the problem and determine what, if any, work is needed and schedule such work as soon as possible. For more information on the City's sidewalk replacement program, please contact the Public Works Design Section at 903-6311.

At the neighborhood meeting, a specific concern was noted at 1250 Gretel Lane. City staff inspected the site and found that although the sidewalk has cracks, presently it is not a tripping hazard. Therefore, no repairs are necessary at this time.

11. Can there be a center divider with landscaping installed along Miramonte Ave, between Castro and Cuesta Avenue? It will help reduce noise and speeding along this residential stretch.

The City's Traffic Engineering staff has obtained traffic data on Miramonte Avenue and determined two travel lanes are needed to handle the hourly traffic volumes especially during the peak hours. Given the existing width of the street, installing a median island on Miramonte Avenue between Castro Street and Cuesta Drive would require reconfiguring the roadway to eliminate the bike lanes or prohibit parking on both sides of the street. Both of these options would move traffic closer to the homes on the street and would significantly impact the neighborhood and surrounding areas. In addition, the median would restrict access for those residents whose homes front on the street. Most of these residents would have to make a u-turn at an intersection when they leave or return home depending on their direction of travel. At this time the City is not considering any modifications to Miramonte Avenue.

12. Can the City improve the median island at El Camino Real and El Monte with landscaping?

Several years ago, the City completed a project along the entire length of El Camino Real that enhanced the median island landscaping. This project replanted the median islands and improved the irrigation system. This project also improved the irrigation system serving the large triangular island at the El Monte Avenue/El Camino Real intersection and the El Monte Avenue median island. If you wish to discuss the condition of the median island landscaping in this area further, please contact Bruce Hulbert, Roadway Landscape Supervisor, at (650) 903-6331.

13. Can the City install landscaping in the island at Mountain View Avenue and Ernestine?

Although landscaping this island would improve its aesthetics, there are capital cost and on-going operating and maintenance costs associated with installing median island landscaping. With the current budget challenges facing the City, adding landscaping to existing islands will add cost and is not feasible at this time.

14. Neighborhood Traffic Management

- *Sladky Avenue parallels Cuesta Drive, and many drivers use Sladky to by-pass Cuesta, and frequently at high speeds, which creates a hazard for everyone. Can anything be done to help?*
- *How can a change be made to an intersection using stop signs or traffic circles?*
- *There have been speed studies between Rose & Cuesta on Fordham Way. Can we put in speed bumps on Fordham? When Springer Elementary is in session, Fordham becomes a speedway.*

The City's Neighborhood Traffic Management Program (NTMP) provides a process for neighborhood residents to work with City staff to address traffic issues on residential streets. Residents can initiate the Program by submitting a petition to the Traffic Engineering staff citing the problem(s) and requesting implementing the NTMP process. Traffic data will be collected to verify and further define the traffic problem(s). If the data indicate a problem exists, a neighborhood meeting is scheduled to discuss the problem(s) and possible solutions, and to select the appropriate traffic calming device(s) for the neighborhood. A survey of the affected residents is then conducted and if a 2/3-majority of the responding residents supports the traffic calming device(s), the device(s) are recommended to the City Council Transportation Committee for a one-year trial installation.

Sladky Avenue and Fordham Way residents who feel there are speeding or other traffic problems on their streets should submit petitions citing the problems and request implementing the NTMP process to Dennis Belluomini, City Traffic Engineer, or Peter Skinner, Senior Administrative Analyst, 500 Castro Street.

Stop signs are installed at intersections meeting City Council approved criteria for such installations. If there is an intersection in your neighborhood that you think needs stop signs, contact Dennis Belluomini, City Traffic Engineer, at (650) 903-6311 to request a stop sign study of the intersection.

15. How can residents request a reduction in speed limits on a street?

Speed limits are established in accordance with the State Vehicle Code and the State Speed Trap Law. To determine whether a reduction is appropriate for a particular street, please contact Dennis Belluomini, the City's Traffic Engineer at (650) 903-6311.

16. Cuesta Drive used to be 25 mph and changed several years back to 35 mph. Why? Can it be changed back?

The speed limit on Cuesta Drive between Miramonte Avenue and Grant Road was changed to 35 mph to comply with the State's Speed Trap Law. This law states police officers can use radar to enforce speed limits only on streets with speed limits based on an engineering and traffic study. Because radar is the most effective way to enforce speed limits on City

streets, the Traffic Engineering staff perform engineering and speed surveys on many streets each year to ensure the City complies with the State Speed Trap Law.

If the speed limit is arbitrarily set without support from an engineering and speed study, Police officers cannot use radar for enforcement.

17. Can the City reduce speed limits on Cuesta to 25 mph between Miramonte & Springer?

After this section of Cuesta Drive was reconfigured in 1995 from a four lane roadway to a two-lane roadway with a two-way left turn lane, an engineering and speed study was performed that found a 30 mile per hour speed limit was appropriate. The State's Speed Trap Law requires City's to perform such studies whenever roadways are modified to ensure a proper speed limit is established. If a speed limit is established without a study, police officers cannot use radar, which is their most effective means to enforce the speed limit.

If you wish to discuss speed limit issues further, please call Dennis Belluomini or Mike Vroman at (650) 903-6311.

18. Can a crosswalk be put in across Cuesta at Fordham?

Crosswalks can be installed across Cuesta Drive at Fordham Way. A work order has been issued to install crosswalks across Cuesta Drive on both sides of Fordham Way. "Pedestrian Crossing" signs and painted roadway legends approaching these crosswalks in both directions will also be installed to advise motorists of the crosswalks.

19. Can anything be done to level out the metal plate on the slow lane, north bound on Miramonte at Cuesta?

Staff performed temporary repairs to quiet the immediate noise problem. For a permanent solution, the City ordered a new replacement cover constructed of reinforced concrete with standard manhole covers to replace the existing lid with large metal covers, which are the source of the noise. The new vault cover should be available the week of August 4 and the replacement work should be completed by the following week.

20. At Miramonte and Sladky there is a "vault plate" in the street that is very noisy, which now has a temporary cover that is also noisy. Can it be fixed?

See response to question No. 19.

21. Can anything be done about the unsightly appearance of overhead wires in the City? The worst example is Leghorn & Rengstorff, where the wire obscures the traffic light? This does not seem to be managed and I am concerned we will see even more overhead wires.

Over the last ten years, Mountain View has implemented an aggressive program to underground overhead utility wires in the City. The City receives an allocation of funds annually from PG&E for undergrounding overhead utilities along major roadways that will

provide community-wide benefit. Using these funds, the City has undergrounded overhead utility lines on North Shoreline Boulevard between Highway 101 and Central Expressway, Ferguson Drive, Route 237 frontage road between Maude Avenue and Middlefield Road, Evelyn Avenue from Castro Street to Pioneer Way and Downtown Mountain View bounded by Evelyn Avenue, Hope Street, California Street and Franklin Street. Continuing the progress, the City currently is undergrounding overhead lines on Evelyn Avenue from Pioneer Way to the City limit at Bernardo Avenue.

The next project on the City Council adopted priority list for these funds is Rengstorff Avenue from Leghorn Street to Old Middlefield Road that will remove the overhead distribution wires, including the heavy concentration of overhead wire at the intersection of Leghorn Street and Rengstorff Avenue. PG&E anticipates designing the project starting next year. The cost to underground overhead utilities is very expensive (about \$1 million to \$1.5 million per mile). Therefore, the limited funds for this purpose must be used efficiently to achieve the maximum benefit to the community. In addition to City projects, undergrounding wires is sometimes done as part of a large private development project. For more information, please contact Design Engineer Bob Kagiya at (650) 903-6311.

22. In regards to trash collection and recycling:

- *The recycling and trash collection seems costly and limited in Mountain View. Is anything being done to lower the cost?*

The City plans to enhance collection services by providing garbage and recycling carts to residents and a new On Call Plus Appointment clean up program. Residents will receive new garbage carts in October/November 2003, and new recycling carts in January/February 2004. The new On Call Plus Appointment program began on March 1, 2003, and includes bulky goods. Each household receives three appointments per calendar year or an Extra SMaRT Day voucher to the transfer station. By eliminating the Saturday clean up days in May, the cost savings allowed the City to add bulky goods and two extra On Call appointments to the program.

Compared to other cities in Santa Clara County, the City of Mountain View has the lowest rates according to a San Jose Mercury News article.

- *There are limited sized receptacles for plastics/glass and cardboard. Can anything be done to increase the size of recycling receptacles?*

Beginning in January/February 2004, residents will receive new 64-gallon recycling “split” carts. An internal divider separates newspaper and paper from food and beverage containers. Homeowners may reuse the current 18-gallon recycling bins for other purposes than recycling collection.

- *Can the City eliminate the \$4/bag fee for extra bags of yard waste?*

The \$4 fee is for extra garbage. You can dispose of extra yard trimmings at no charge through the On-Call Plus Appointment program. If you have more yard trimmings than will fit in your cart, you may order an extra cart for \$5 per month. Yard waste is collected bi-weekly.

- *Is the City planning to go to a single stream (no sorting) recycling system?*

Beginning in January 2004, recycling will be collected in one cart divided into two compartments. The “split” cart has an internal divider separating newspaper and mixed paper from food and beverage containers. By keeping materials separated, the recyclables are sold to processors for a higher value.

- *Any chance of getting recycling once a week instead of every two weeks?*

The City reviewed the cost of providing weekly service, but found it could result in a significant rate increase.

23. *The bicycle signal on Phyllis eastbound to cross Grant Road sometimes doesn't work. Can it please be checked?*

The City's traffic signal maintenance contractor has checked this intersection and readjusted the detector's sensitivity to ensure bicycle detection.

24. *What's the status of the Miramonte Reservoir expansion project?*

Mountain View plans to increase the City's municipal water storage capacity on the existing Miramonte Reservoir site with the construction of a new 2.3 million gallon reservoir behind the existing reservoir. The 3-acre Miramonte site is located on Miramonte Avenue between Berry and Stanley Avenues. This new reservoir will be a significant step towards ensuring an adequate and sustained supply of water in the City of Mountain View. This new reservoir will provide not only operational storage during peak demand, but also critical emergency and fire fighting water supplies.

The City Council approved the environmental documents for the reservoir project on July 8, 2003 and staff is now working on the reservoir design. It is anticipated that construction of the reservoir will begin in summer 2004 and will be completed in fall 2005.

25. *Mountain View has a reservoir near the fire station on Whisman. Is this affected by the MEW superfund site (as far as water safety is concerned)?*

The reservoir is not affected by the MEW groundwater superfund sites. Water is supplied to the reservoir from the San Francisco Public Utilities Commission (SFPUC) pipelines and is stored in a partially buried concrete lined reservoir. The reservoir is not part of the superfund site. This potable drinking water is constantly monitored and tested here and throughout the system in accordance with Department of Health regulations and continuous to meet or exceed regulatory drinking water requirements. At the EPA sponsored public forums, EPA

staff notes that the City drinking water is safe and not affected by the superfund site issues being discussed at those meetings.

26. *Can we encourage the on-line posting of policies and regulations (e.g. recycling and one-day pickup procedures and limits) to the maximum extent possible?*

Information about the new On Call Plus Appointment program can be found under “Living in Mountain View” on the City’s website home page under “Recycling” and then “Clean Up Events.” A more direct link is: <http://www.ci.mtnview.ca.us/citydepts/pw/swp/events.htm>. You’ll also find other recycling information in the “Recycling” section.

27. *Will the Steven’s Creek bike path be extended across El Camino?*

In June 2001, the City Council approved a feasibility study for extending Stevens Creek Trail from the existing terminus at Yuba Drive and across El Camino Real to Mountain View High School with neighborhood access on the east side of Highway 85 and one or more neighborhood accesses on the west side of Stevens Creek. Currently, the City is preparing an Environmental Impact Report (EIR) for the project. The Draft EIR was circulated for public review last year. Due to extensive public comments received, additional technical studies were conducted to address the comments. A Final EIR with responses to all of the comments is being prepared. Certification of the Final EIR by the City Council in early 2004 will enable project implementation to move forward. It is anticipated the project will be developed in phases and, depending on funding, the first phase would be from Yuba Drive to the south side of El Camino Real. For more information, please call the Public Works Department at 903-6311.

28. *What can I do to get the City to re-paint a curb red? I have contacted the City twice and it has not been taken care of. It is a potentially dangerous situation (Tyler Park Way).*

A work order has been issued to repaint this red curb.

29. *Paint a bicycle lane on El Camino Real between El Monte and Escuela. It is just a few feet. There are green signs marking it as a bike lane, but motorists don't notice them. A line would be really helpful.*

The Traffic Engineering staff reviewed this section of El Camino Real and determined there is sufficient pavement width on the north side of the roadway for a painted bike lane because parking is prohibited along this section of El Camino Real. However, on the south side of the roadway, where parking is also prohibited, there is a right turn only lane against the curb for drivers to turn onto El Monte Avenue. State design standards indicate painted bike lanes should be painted on both sides of the street and if a bike lane cannot be painted on one side of the street, it should not be painted on the other side. Because El Camino Real is a State-owned and maintained roadway, the City will contact Caltrans requesting they consider modifying the existing roadway configuration to install bike lanes on both sides of El Camino Real between El Monte Avenue and Escuela Avenue. You can contact Dennis Belluomini, City Traffic Engineer, at (650) 903-6311, for information on this issue.

30. *Fix the hole next to the Water Cover on the South East corner of Escuela and El Monte (in front of the photo store). This is a major bike route from the South/West side of El Camino to the Community Center in Rengstorff Park and to Castro school.*

The City's Public Services Division has been notified of this hole and will attend to it. Thank you for bringing it to our attention.

31. *Move the Mountain View Voice & Palo Alto Daily newspaper stands on the Long's side of the El Monte & Marich intersection. This is a MAJOR bike route for K-8 children commuting to Egan Intermediate and the Temporary LASD Elementary school. When a motorist pulls over to pick up a newspaper in the morning, s/he blocks the bike lane with his/her car and the sidewalk with his/her body.*

The newsracks on El Monte Avenue are on private property behind the sidewalk. To discourage drivers from stopping on the bike lane next to the curb, the City has changed the "No Parking" sign near the newsracks to a "No Stopping – Bike Lane" sign. This should keep drivers from stopping in the bike lane to retrieve a newspaper.

32. *Can you install the flashing crosswalk lights like on Hillview in Palo Alto at Marich and El Monte? This is a major school bike route and cars just DO NOT STOP! Children have to cross 5 lanes of traffic.* In fact, the El Monte/Springer intersection would be another good candidate for flashing crosswalk markers.

The Traffic Engineering staff has received some information on the flashing crosswalk lights and has some concerns regarding their installation and pedestrian's perception that they have the right-of-way when these lights are flashing. While the flashing lights give drivers a warning of a pedestrian's intention to cross the street, the lights do not immediately give pedestrians the right-of-way as a traffic signal would do. According to the State Vehicle Code, pedestrians still must yield the right-of-way to any oncoming vehicle that could pose a danger. Also, the State Vehicle Code currently does not indicate these lights are official traffic control devices and there are no enforcement guidelines at this time. The City's Police Department has been notified of your observations of drivers rolling through stop signs and rolling through red lights to make a right turn at the El Camino Real/El Monte Avenue intersection.

33. *Put a two-way bicycle lane between Arroyo and Marilyn. Many children from the Arroyo - Hollingsworth neighborhood go to summer school or other programs at Springer and Loyola schools. They can avoid using streets by using Mtn View Ave and Fordham Ave. However, they have to cross Springer twice to get from Arroyo to Marilyn. This is extremely dangerous.*

City staff has reviewed the area between Arroyo Road, a Los Altos Street, and Marilyn Avenue and could not find any public right-of-way between the two streets on which to provide a two-way bike path. The only land not privately owned is Hale Creek, which is

controlled by the Santa Clara Valley Water District. This creek is very narrow with steep banks and there is not enough right-of-way adjacent to the creek to provide a bike path.

34. *Is there a safe bicycle route from the intersection of Ernestine and Mtn View to the Sports Pavilion & Graham Middle School. It would be nice to have a path on the St. Joseph boundary of McKelvey Park. Then bicyclists can cross at the light at Sonia Way.*

The safest bicycle route between the Ernestine/Mountain View intersection and the Sports Pavilion is to take Mountain View Avenue to Park Drive, then east to Miramonte Avenue, then south to the traffic signal at the Miramonte Avenue/Castro Street/Marilyn Avenue intersection. Miramonte Avenue is a signed Bike Route between El Camino Real and Harpster Drive and has painted Bike Lanes from Harpster Drive to the south City limits. The Traffic Engineering staff reviewed McKelvey Park adjacent to St. Joseph's School and was unable to identify a suitable route for installing a bike path through the Park because a 2-way bike path at this location would interfere with the baseball activities occurring at the fields.

35. *Thank you for widening the bicycle pass through on Marich. If you have any influence, please get Los Altos to widen the openings at the back of Almond School. They are not wide enough for wheelchairs (or bicycle trailers).*

At Mountain View's request, the City of Los Altos widened the bicycle opening on Marich Drive at the City limit. We will contact Los Altos regarding your request for the same widening of the pedestrian/bicycle opening at the back of Almond School.

GENERAL COMMENTS

1. Thank you for the dog water fountain at Cuesta Park.
2. We LOVE the newly renovated Varsity Park. Thank you. It has given us a great gathering place and brought our neighborhood together. We know money is tight, but this was a great project!!
3. Well organized! Appreciate the opportunity to get information and give feedback.
4. Thanks for a better cleanup of the streets during and after leaf fall around Cuesta Drive and surrounding neighborhood this year.
5. The Cuesta Park personnel do a great job of keeping the parks clean and do an especially good job on cleaning up storm damage.
6. Thanks again for the improvement of Cuesta-Miramonte Intersection!